

San Francisco Studio

INFORMATION PACKET

August 2013



OVERVIEW



Artistic rendering of the Studio moored in the San Francisco Bay

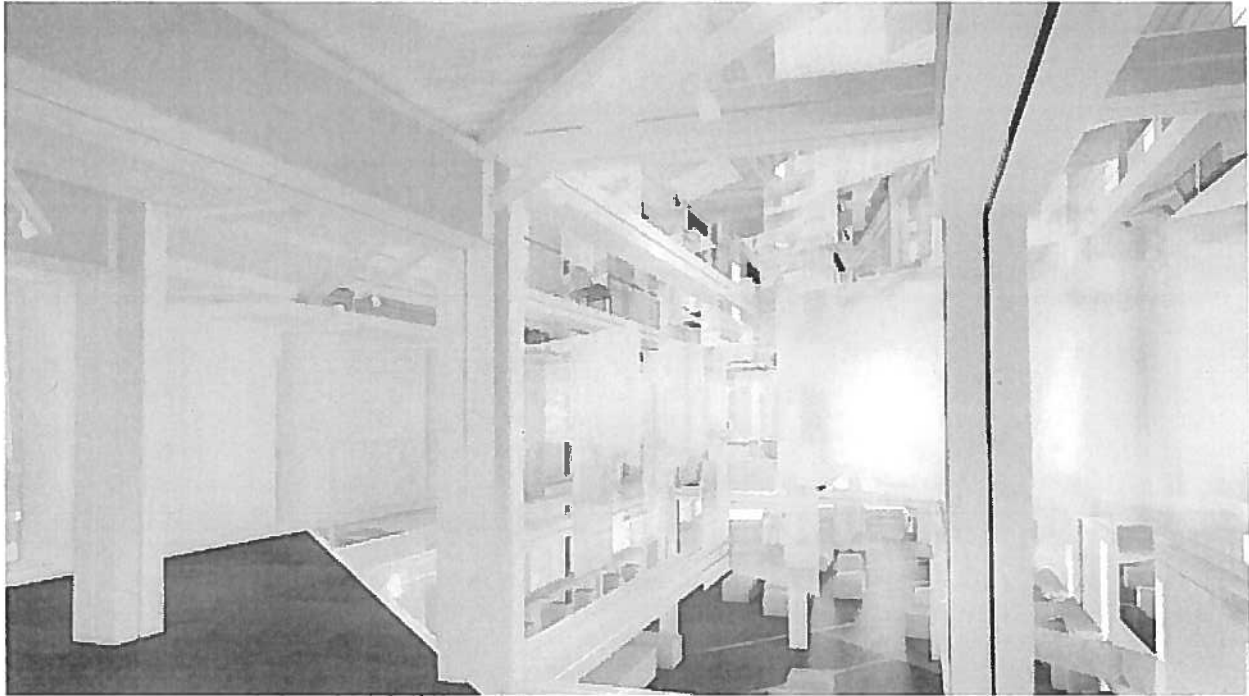
By And Large LLC is creating an unprecedented artistic structure that will attract new and repeat visitors to the San Francisco waterfront, raising awareness of the Bay's compelling history, offerings and public goods.

The By And Large Studio has been designed by award-winning architects LOT-EK and Gensler using recycled shipping containers to construct a 13,726 square foot exhibition space. The studio resides on a 249.6' seafaring barge, enabling the exhibit to move easily between different locations.



Artistic rendering of the Studio's exhibition and interior

The main goal of this project is to drive visitation to the waterfront, elevating awareness of San Francisco Bay's compelling history, offerings and public goods. Furthermore, the exhibition space will be a platform for local organizations to engage with guests and gain visibility in a unique way. We envisioned this space with community in mind-- a surprising environment that is accessible to all and inspires conversation about how everything is connected--shore birds, me, you, the sea, fog, and much more.



Artistic Rendering of the Studio's interior space

As a waterborne vessel, the studio will be able to visit a variety of locations. We are seeking docking sites that are open to the public and easily accessible. Strategic plans have been developed to manage lines so not to overwhelm neighbors and passersby. We believe this curious and visually stunning structure will be a welcome addition to the waterfront; an experience unlike any other that celebrates community, local organizations, and the history of the San Francisco Bay.

The overall duration of the lease term at the Port of San Francisco is proposed to run for one year, from November 2013 to November 2014. The barge would be moored at any one pier for approximately one month at a time.

We are hoping to moor the barge initially at one or more of the following piers along the San Francisco waterfront: Pier 48 (north), Pier 30-32 (east), and Pier 15-17 (east). Based on preliminary discussions with Port staff and review of permitting documents, it appears that these piers already have been permitted for the mooring of vessels and that no additional BCDC permitting would be required. Other piers under consideration for possible temporary mooring during

the one-year lease term include Pier 23 (north) and Pier 19 (south). It is possible that permit amendments would be required for these piers. More precise details concerning mooring locations and timing will be the subject of further discussions with Port staff.

Studio

The By And Large studio will be a new, unique addition to the San Francisco waterfront. The artistic structure combines innovative architecture with a bit of nautical whimsy-- creating a surprising environment that inspires conversation, community, and "aha" moments.

The structure will attract new and repeat visitors to the waterfront who are interested in architecture and sustainable design, participating in a dialogue about relevant cultural topics, and to engage with local organizations. Its four stories will house a large open atrium, a welcoming area, exhibition space, and support facilities. Catwalks throughout the space will afford views down through the atrium while a roof-deck will offer new sightlines of the spectacular San Francisco skyline and waterfront.

The studio is built out of recycled shipping containers resulting in a 13,726 square foot, visually stunning artistic structure. The external dimensions of the studio are 160' long, 40' wide and 50' high. The structure will stand out but at the same time will complement its surroundings with decorative sails that provide shade and shelter to guests. The sails are reminiscent of fish fins which will remind visitors that they are on a seaworthy vessel. The sails will be lowered during inclement weather to ensure the safety of both our crew and visitors.

Although we would like to connect to internet, power, water, and sewage disposal from the docking pier where possible, the studio has been designed so that it may be independently operated with storage tanks and a diesel generator. These auxiliary systems will be located in shipping containers aft of the studio at the deck level of the barge. The vessel will need to be serviced by truck or service barge every 24 hours to replenish potable water, remove sewage, and refuel the diesel generator.

CONDITIONED SPACE

Location	Use	SF
1st Floor	Reception, storage, staff rooms	1,475
2nd Floor	Welcome, Atrium, Technology Demonstration	4,890
3rd Floor	Technology Demonstration	1,244
4th Floor	Circulation (excluding catwalks)	384
Ramp	1,283 PER FLOOR	3,849
Catwalks	3rd Floor: 546 sf, 4th Floor: 1,338 sf	1,884
TOTAL CONDITIONED:		13,726

UNCONDITIONED SPACE

1st Floor	Mechanical/Electrical	1,450
4th Floor	Mechanical/AV/IT	2,180
TOTAL UNCONDITIONED:		3,630

ROOF

4th Floor	Deck Space	2,452
4th Floor	Top of Ramp	1,330
TOTAL ROOF:		3,782

Vessel

The vessel on which the studio has been constructed is a four year old 260' x 72' x 16' steel deck barge in very good condition. The expected draft of the barge will be 3-4' with the deck at 12-13' above the water when normally loaded.

The barge has a current ABS (American Bureau of Shipping) certification as an ocean-going barge and a Coast Guard Certificate of Inspection. By And Large is working closely with the Coast Guard to ensure that the studio barge meets appropriate safety standards to protect visitors and staff.

The barge will move frequently throughout the waterfront with the aid of tugboats. By And Large has employed expert maritime partners to manage the tug and tow operations, as well as all pierside logistics.

San Francisco Certificates of Documentation

DHS, USCG, CG 1270 (REV. 05-04)		OMB APPROVED 1625-0027		
<h1 style="margin: 0;">UNITED STATES OF AMERICA</h1> <p style="margin: 0;">DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD</p> <p style="margin: 0;">NATIONAL VESSEL DOCUMENTATION CENTER</p> <h2 style="margin: 0;">CERTIFICATE OF DOCUMENTATION</h2>				
VESSEL NAME BAL0010		OFFICIAL NUMBER 1233697	IMO OR OTHER NUMBER 185	YEAR COMPLETED 2011
HAILING PORT SAN FRANCISCO CA		HULL MATERIAL STEEL		MECHANICAL PROPULSION NO
GROSS TONNAGE	NET TONNAGE	LENGTH	BREADTH	DEPTH
2164 GT ITC	649 NT ITC	249.6	72.0	18.0
PLACE BUILT				
BELLE CHASSE LA				
OWNERS BY AND LARGE LLC		OPERATIONAL ENDORSEMENTS REGISTRY		
MANAGING OWNER BY AND LARGE LLC 2711 CENTERVILLE ROAD SUITE 300 PMB 150 WILMINGTON DE 19808				
RESTRICTIONS NO COASTWISE - CURRENT OWNER NOT CITIZEN QUALIFIED FOR ENDORSEMENT; NO FISHERY - CURRENT OWNER NOT CITIZEN QUALIFIED FOR ENDORSEMENT				
ENTITLEMENTS NONE				
REMARKS None				
ISSUE DATE JANUARY 29, 2013		DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER		
THIS CERTIFICATE EXPIRES JANUARY 31, 2014				

PREVIOUS EDITION OBSOLETE. THIS CERTIFICATE MAY NOT BE ALTERED

Operations

Staff

Operations Manager:

The facility will have a full-time Operations Manager who will be responsible for managing and maintaining the facility and ensuring compliance with all standards, operational procedures agreed to with pier landlord, and with applicable operational safety regulations. The Operations Manager will be available during regular business hours and on-call during hours the facility is not operating.

Maritime Staff (Barge Master):

The vessel will have a full-time Barge Master and other US Coast Guard fully-qualified mariners on duty 24/7. The staff will include one any-tonnage inland master or mate, two able-bodied seamen, and one ordinary seaman during hours when guests will be aboard the vessel. These professionals will be responsible for tasks such as gangway management, mooring line handling, potable water replenishment, sewage removal, diesel generator operation, diesel fuel replenishment, spud operation and all other operational responsibilities related to vessel operation and maintenance. The maritime staff will also be responsible for the safety of the passengers and vessel in the event of an emergency.

Staffing and occupancy:

By And Large intends to employ approximately 50 professionals on a daily basis, including deck hands and guest facing staff. During open business hours the staff will include two managers, four qualified mariners, seven security members and thirty seven technology demonstration associates. We anticipate accommodating approximately 150 guests aboard while operating and we estimate visits of 1000 people per day. The Coast Guard occupancy limit for the barge is being calculated, but is estimated at 215.

The operating hours of the Studio are planned to be from 10AM to 10PM Tuesday through Sunday. Arrangements would be made in advance with Port staff to alter this schedule, for example, for private events that may occur after 10PM or on Mondays. Prior arrangements will also be made with Port of San Francisco staff in advance with respect to any special events that would include entertainment or amplified sound.

Security

We will have security guards and staff available at all times to ensure the safety and security of the public and facility. When the facility is open, we will station people on the pier at the ends of the gangways and, if needed, manage queues in areas approved by the pier landlord. During periods when the facility is not open, we plan to have staff who serve as vessel tenders and security guards.

San Francisco-licensed security personnel will provide security and safety support to internal and external vessel operations, facility operations, event security planning and execution, training to vessel employees, and coordination with local port authorities and law enforcement.

Mission of this security team is the safety of vessel customers & employees, promotion of a secure environment, asset protection, and adherence to applicable regulations.

On-site security:

Security coverage will be 24/7. Two guards for overnight coverage on the vessel, posted on the bow and stern. Open-hours operations will increase coverage to 4 perimeter guards (posted on bow and stern, with additional support to access control), and 3 internal guards for roving patrol.

1 guard will be EMT certified for open-hours coverage. Guards will meet 'Fire Guard' requirements.

Vessel and facility guards will act as a deterrent, support access control, report and respond to incidents, and will implement emergency response procedures, as

needed.

Vessel Operations (Maritime & Customer Service) Support of Security:

All employees aboard the vessel will work in a tight-knit, integrated community. Expectations and training will underscore the importance of this, as all personnel will receive security & safety training around 'see something, say something', emergency escalation and communication procedures, evacuation procedures, etc.

Event security:

The security team will support all sponsored events in, on, and around the vessel. Depending upon the size of the event, additional guards may be contracted for support. Vessel, facility, and temporary guards will also bear additional responsibilities around line control, ensuring entrance and egress points remain clear, and greater emphasis & support of access control.

Additional safety & security support of events may come in the form of additional lighting, use of stanchions and queuing customers, and possible direct support of local law enforcement and fire/EMT.

Guards will be trained, drilled, and prepared to respond to emergencies.

In the case of medical emergencies, we will have an EMT certified security specialist on staff. In instances where medical emergencies require more training/capability, security will be requesting emergency responder support.

In the event of city-originated emergencies, security staff will follow directions from emergency responders.

Security Support - Technology:

We will utilize technology as much as possible to augment our physical security efforts. This technology is meant to be holistically additive to our existing security plan. In addition to guards and access control, we will have:

- 50+ cameras throughout the vessel for on-site monitoring (possible emergency remote monitoring)

- Identification badges and badge readers at specific points
- Alarm system on the perimeter and other specific points
- Duress buttons in specific locations throughout the vessel
- Radio communications with vessel and facility security team
- Perimeter-mounted cameras for additional coverage.

Fire Systems

- Fire systems are built in accordance with NFPA 13, 72, 92B and 42 CFR Subchapters H&K
- Detection:
 - Smoke detection throughout vessel
 - Heat Detection in MEP spaces
- Notification
 - Pull boxes at egress points
 - Horns and strobes throughout vessel
 - Annunciator panel in control room
- Suppression:
 - Redundant fire pumps with dedicated emergency generator and unlimited seawater supply via sea chest
 - Sprinkler System throughout, automated dry agent in electrical spaces and 17 manual hose locations
 - Atrium Smoke Extraction

Providing Services to the Vessel and the Studio

We anticipate replenishment deliveries of supplies, generator fuel, and potable water as well as waste removal (solid waste and sewer waste) via times and methods negotiated with the Port to ensure minimum disruption. By And Large's marine logistics partner will be contracted to manage these services in conjunction with the highly qualified staff onboard. The plan is to conduct these services by truck; we would anticipate an average of approximately 4 truck trips per day in total. In certain cases, it may be necessary to service the vessel by water. If sufficient shore power is available on the pier, we will seek to use shore connections. If there is no shore power available, the barge is equipped with a diesel generator for auxiliary power. The diesel generator is registered under the Statewide Portable Equipment Registration Program and is therefore exempt from local air district permitting (please see appendix for diesel documentation). Use of the diesel generator would require storage of diesel fuel in a 5,000-gallon tank, which like the generator would be stored on the pier. By And Large will ensure that all regulatory requirements pertaining to the storage of fuel will be met.

Waterfront Use

The San Francisco studio is a temporary technology exhibit space.

The studio is constructed on a barge to enable the facility to move easily to different locations within the San Francisco Bay and to other coastal cities as part of possible future tours over a 12 to 24 month period. San Francisco is the initial port of call for the studio barge and is a site where By And Large expects to see a very large response.



The San Francisco Bay studio vessel will likely move between several piers on the peninsula and North Bay early next year and may also tour to other west coast locations over the course of the next two years.

Technology has a significant presence in San Francisco and By And Large is interested in opportunities to further interact with different communities within the city and to support the development of San Francisco as a tech center. We see the temporary docking of the By And Large Studio in San Francisco as one of those

opportunities, and believe it will be something the City considers a valuable addition to its waterfront.



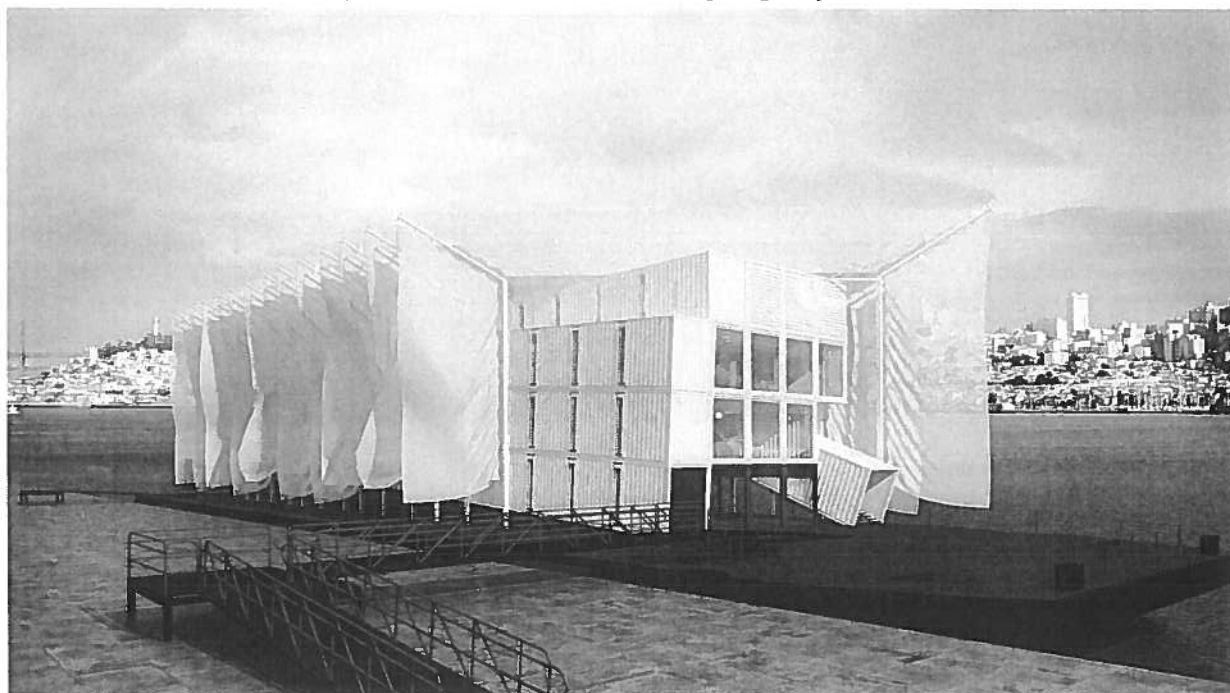
Vessel logistical movement services will be provided under contract by Foss Maritime, a world leader in safe operations of barges and vessels. Land-side auxiliary services will be provided by Multinational Logistics Services Ltd (MLS), a provider of services to the US Navy, Tall Ship Challenges, and other touring vessels.

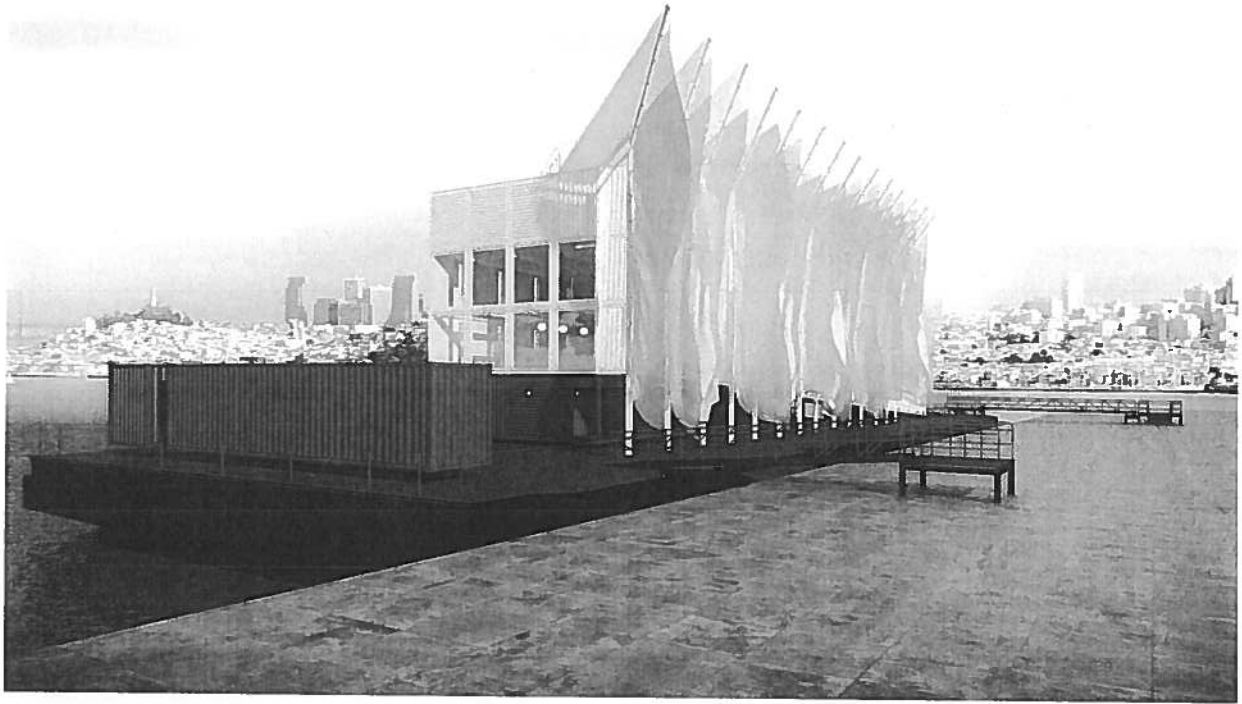
Moving the exhibit by barge offers a number of environmental advantages:

- Barges allow us to move as a fully assembled structure from place to place - avoiding unnecessary duplication of construction, break-down and disposal for a short-term use;
- Moving cargo by water is an efficient and environmentally responsible way to ship. Breaking down the structure and shipping by other means would not be cost-effective nor as environmentally friendly.
- Foss Maritime is our maritime services partner for this project. Foss is a world leader in safe and environmentally responsible maritime activities and has developed the world's first hybrid diesel-electric tug boats, currently based in California.
- The By And Large Studio will help bring more people, and perhaps a slightly different cohort of people, to the waterfront and will introduce them to the value of San Francisco's waterfront parks, leading to additional potential support for these parks.
- Moving the studio barge to different San Francisco Bay pier locations will help prevent any negative environmental impacts in any particular location and will allow By And Large to bring the Studio into more communities of the City without additional cross-city traffic and transportation impacts.

Gangways

The barge will have fore and aft gangways for access.





Gangway drawing

Superior Docks
 270 Christian F. Cole Rd
 Ellsworth, Maine 04805
 Phone 207-664-2121
 Fax 207-664-2133
 docksup@superior-docks.com
 www.superior-docks.com

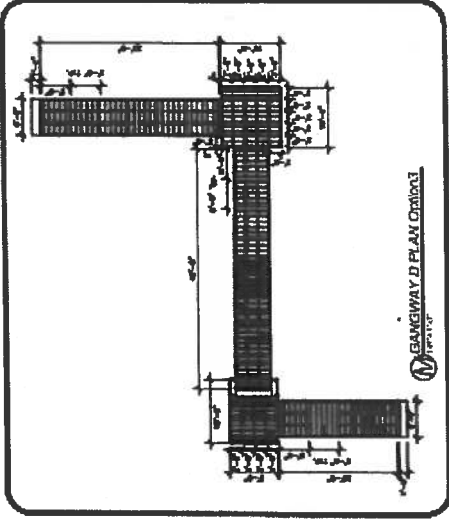
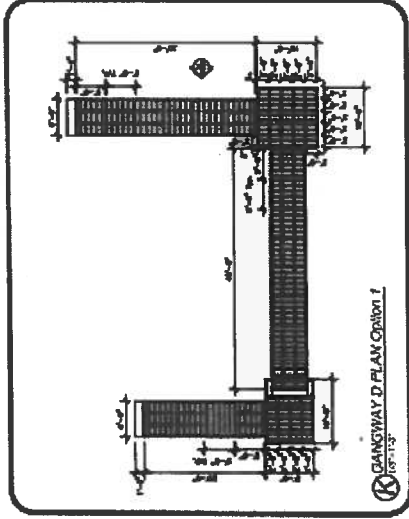
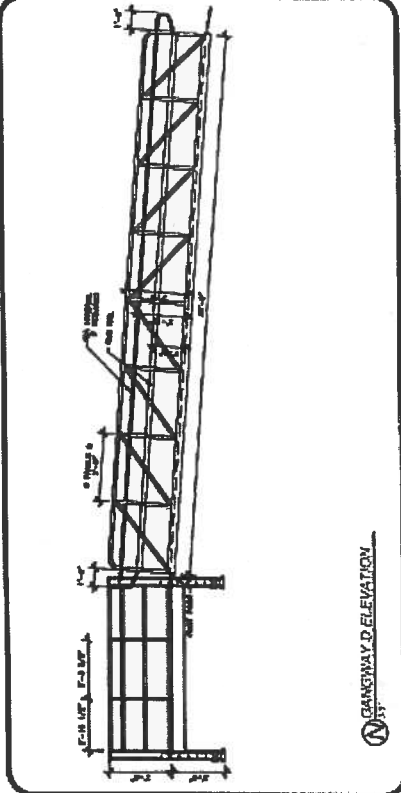
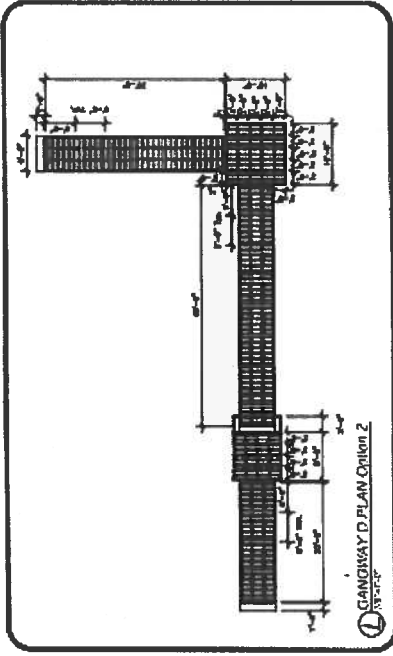
Preliminary layouts
 PIER D

ME SUSA Corporation
 Attention: Project
 Superior Docks, LLC
 164 Innovation Road
 Scarborough, ME 04107
 1-207-887-9919
 www.mscorporation.com

Alaska Engineering
 450 Main St
 Saco, ME 04074
 Tel: 207-687-3013
 Fax: 207-687-3015

Plymouth Engineering, Inc.

TO BE OBSERVED
 (11/18/2011)
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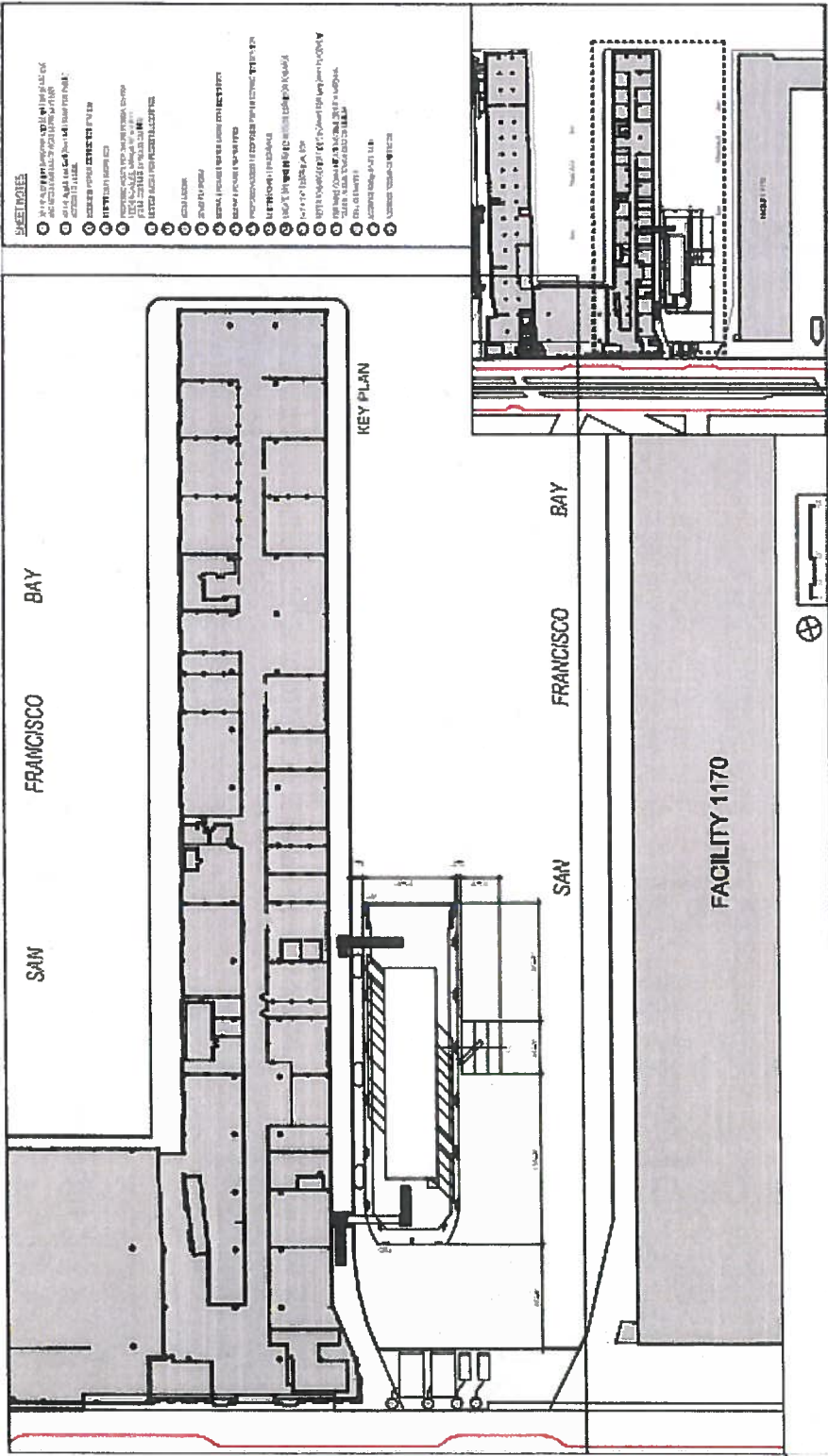
Schedule and Example Pier Site Plans

Schedule

The vessel intends to stay mobile within the San Francisco bay temporarily moored at various locations not to exceed one month at any one pier at any time depending on pier availability and landlord discretion. Because the studio is a vessel it is intended to move around the bay and may revisit piers throughout the course of its tour.

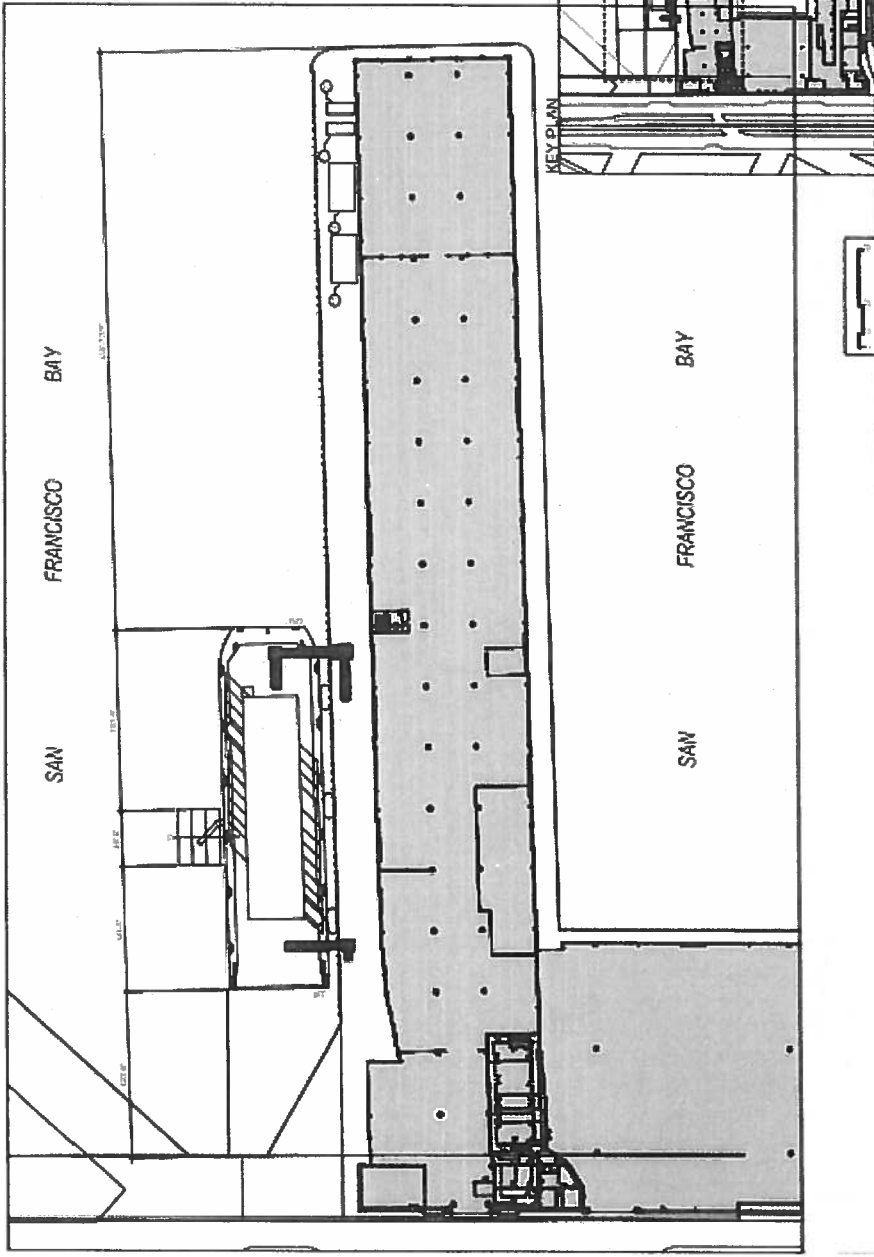
One year proposed schedule:

- Treasure Island Pier 1 (October 2013)
- Fort Mason Pier 3 (November 2013)
- Pier 48 (December 2013) (Example site plan)
- Pier 17 (January 2014)
- Pier 30 (February 2014)
- Horseshoe Bay (March 2014)
- Pier 23 (April 2014) (Example site plan)
- Pier 48 (May 2014) (Example site plan)
- Pier 19 (June 2014) (Example site plan)
- Angel Island (July 2014)
- Pier 30 (August 2014)
- Port of Redwood City (September 2014)
- Rosie the Riveter Historical National Park (October 2014)
- Treasure Island Pier 1 (November 2014) (Prep for San Diego tour)



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- SHEET NOTES**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ELECTRICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA MECHANICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA PLUMBING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA FIRE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA SAFETY CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ENVIRONMENTAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA LAND USE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA HISTORIC PRESERVATION CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA CULTURAL HERITAGE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 11. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ANTI-DISCRIMINATION ACT AND ALL APPLICABLE LOCAL ORDINANCES.
 12. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA EMPLOYMENT RELATIONS ACT AND ALL APPLICABLE LOCAL ORDINANCES.
 13. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA LABOR CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 14. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA WAGE ORDER AND ALL APPLICABLE LOCAL ORDINANCES.
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 20. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA WAGE ORDER AND ALL APPLICABLE LOCAL ORDINANCES.



	HANGAR3	LOT-EK 100% DEVELOPMENT TIPPING WAIVER WITH WSP		A. No. of Units: _____ B. No. of Units: _____ C. No. of Units: _____ D. No. of Units: _____ E. No. of Units: _____ F. No. of Units: _____ G. No. of Units: _____ H. No. of Units: _____ I. No. of Units: _____ J. No. of Units: _____ K. No. of Units: _____ L. No. of Units: _____ M. No. of Units: _____ N. No. of Units: _____ O. No. of Units: _____ P. No. of Units: _____ Q. No. of Units: _____ R. No. of Units: _____ S. No. of Units: _____ T. No. of Units: _____ U. No. of Units: _____ V. No. of Units: _____ W. No. of Units: _____ X. No. of Units: _____ Y. No. of Units: _____ Z. No. of Units: _____	Project Name: P23 Project Location: Project Description: Project Status:	Date: _____ Scale: _____ Author: _____ Checker: _____ Designer: _____ Engineer: _____ Architect: _____ Planner: _____ Surveyor: _____ Environmental: _____ Historical: _____ Cultural: _____ Labor: _____ Safety: _____ Fire: _____ Mechanical: _____ Electrical: _____ Plumbing: _____ Structural: _____ Foundation: _____ Roofing: _____ Siding: _____ Windows: _____ Doors: _____ Stairs: _____ Elevators: _____ Pools: _____ Spas: _____ Decks: _____ Patios: _____ Landscaping: _____ Irrigation: _____ Fencing: _____ Driveways: _____ Parking: _____ Signage: _____ Lighting: _____ Security: _____ Accessibility: _____ Energy: _____ Sustainability: _____ Other: _____

Pier Space and Site Plan Description

We do expect to need some pier space for our gangway access to the facility and reasonable waiting area, for trucks delivering supplies, water, or removing sewage, and for a diesel generator and fuel tank when shore power are not present. If additional areas are needed, arrangements will be discussed with the landlord.

In the example site plans you will find the vessel is always moored to the pier on its starboard side. This is due to the use of spuds. Spudding is a method of securing the vessel in place without relying on mooring lines alone. They also prevent the vessel from placing any stress on the pier. This becomes important if the pier has degraded structural integrity or has no bollards or cleats to tie to. We intend to spud at all piers that have a depth of 35 feet or less at high tide; however, the vessel's location is not limited by spud functionality because it can be normally moored at any pier that is equipped to host a vessel.

The example site plans also show the pier space we intend to use for our internet connectivity trailers, cellular connectivity trailer, diesel generator, diesel fuel tank, and gangways. Ideally we would like to keep this equipment approximately 500 feet from the vessel when possible. The three layouts shown display the pierside equipment approximately 500 feet from the vessel. Also shown in this example site plan are an accommodation ladder and landing barge on the port side of the vessel. We intend to take small vessels alongside the landing and allow guests to come aboard by water. This may be a common occurrence for private events or high profile arrivals. In the event that a narrow berth can not accommodate the extra width required for this operations the small landing barge can be removed and the accommodation ladder can be stowed.

Queuing and crowd management will be accomplished by creating an invitation system to limit the number of people that wait in line to board the vessel. If a line does form we intend to use temporary fencing to manage the guests in an orderly fashion without restricting or blocking normal public access areas.

Appendix

Table of Contents

Article of Organization	A
Diesel Generator	B
Diesel Fuel Tank	C
S8 Connectivity Trailer	D

A. Article of Organization:

Delaware

PAGE 1

The First State


I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF FORMATION OF "BY AND LARGE LLC", FILED IN THIS OFFICE ON THE TWENTY-FIRST DAY OF NOVEMBER, A.D. 2012, AT 1:46 O'CLOCK P.M.



5246034 8100

121253848

You may verify this certificate online
at corp.delaware.gov/authver.shtml


Jeffrey W. Bullock, Secretary of State
AUTHENTICATION: 0005287

DATE: 11-21-12

State of Delaware
Secretary of State
Division of Corporations
Delivered 01:50 PM 11/21/2012
FILED 01:46 PM 11/21/2012
SRV 121253848 - 5246034 FILE

**CERTIFICATE OF FORMATION
OF
BY AND LARGE LLC**

The undersigned, desiring to form a limited liability company pursuant to the Delaware Limited Liability Company Act, 6 Delaware Code, Chapter 18, does hereby certify as follows:

- I. The name of the limited liability company is By And Large LLC.
- II. The address of its registered office in the State of Delaware is 2711 Centerville Road, Suite 400, Wilmington, County of New Castle, Delaware 19808. The name of the registered agent at such address is Corporation Service Company.

IN WITNESS WHEREOF, the undersigned has executed this Certificate of Formation of By And Large LLC as of November 21, 2012.

Corporation Service Company, Organizer

By: /s/ Susan Walker
Name: Susan Walker
Title: Assistant Secretary

B. Diesel Generator:





aggreko

Manufacturing
 Birch Road
 Dumbarton, G82 2RF
 Tel: 0044 (0)1389 742214
 Fax: 0044 (0)1389 742554

EQUIPMENT DATA SHEET**Diesel Generating Set**

No. **G080304**
 Rev. **B**
 Date **05/03/07**

60Hz **1000kW**

Page **1 of 3**

1	Model	Ref	NHC20/QST30G5 NR2 (480V UL)
2	Part Number	Ref	602105
3	Specification	Ref	G32.0016
4	Installation Drawing	Ref	A05.0001
5	Maximum Ambient	°C (°F)	45 (113)
6	Electrical Output	Hz	60
	ISO 8528-1		
	- Continuous Power (COP)	kW (kVA)	772 (965)
	- Prime Power (PRP)	kW (kVA)	938 (1173)
	- Permissible average of PRP	%	70
	ISO3046/1		
	- Fuel Stop Power/Standby	kW (kVA)	1038 (1298)
	Single Step load application	%	56
7	Alternator		
	Class F Temp. Rise (105°C)		
	- Three phase	kW (kVA)	1050 (1313)
	- Single phase	kW (kVA)	-
	Ends Out		6
	Make & Type	Newage AVK-SEG	HCI634K2
	AVR	MX321	
	Regulation	%	±0.5
8	Circuit Breaker		
	Make & Type	Merlin Gerin	Masterpact NW25
	Number of poles		4
	Rating	Amps	2500
	Trip Unit Type		Micrologic 5.0
	Overload Protection Range	Amps	1000 – 2500 (adjustable by selector)
	Short Circuit Protection Range	Amps	1000 – 25000 (adjustable by selector)



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EQUIPMENT DATA SHEET

Diesel Generating Set

60Hz 1000kW

No. G080304
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Page 2 of 3

9	Load Terminals			
	Type		Busbar M12	
10	Fuel Consumption			
	Standby/Fuel Stop	lit/hr(US gal/hr)		267 (70.5)
	100% Prime Power	• •		240 (63.4)
	75%	• •		177 (46.7)
	50%	• •		119 (31.4)
11	Running Hours			
	100% Prime Power	Hours		5.4
	75%	•		7.3
	50%	•		10.8
12	Exhaust Emissions			
	Measurement Method			EPA Tier 2
	Specific Load			ISO8178-1
	NOx – Oxides of Nitrogen			6.0g/kW.h
	PM - Particulate Matter			0.2g/kW.h
	CO - Carbon Monoxide			3.5g/kW.h
	HC - Unburnt Hydrocarbons + NOx			6.4g/kW.h
13	Exhaust Silencer			
	Make & Type		Universal Silencers	
	Certificate	No	M-10408	
	Permissible back pressure	mm (ins) Hg	13 (0.5")	13 (0.5")
14	Noise			
	Sound Power – EEC	dBA (Lw)	N/A	
	Certificate	No	Not available	
	Sound Pressure at 1 metre	dBA		88
	Sound Pressure at 7 metre	dBA		81

Technical Department – Dumbarton Approved by W Telfer 06.03.07 / J A Casey 08.03.07



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Diesel Generating Set

60Hz

1000kW

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Date 05/03/07

Page 3 of 3

15 Engine

Make & Type QST30G5 NR2 CPL 41175
Cylinders & Form V12 50°
Aspiration Turbocharged & Aftercooled
Fuel Pump Bosch P8500 LLA Direct Injection
Governor Type Electronic
Make & Model Cummins Dominion

Steady State frequency % ±0.25

Battery Voltage Volts 24

16 Overall Dimensions

- Length Metres (feet) 6.06 (20'0")
- Width Metres (feet) 2.44 (8'0")
- Height Metres (feet) 2.60 (8'6")

17 Weight

- Without fuel Kg (lbs) 16500 (36376)
- With fuel Kg (lbs) 17716 (39057)

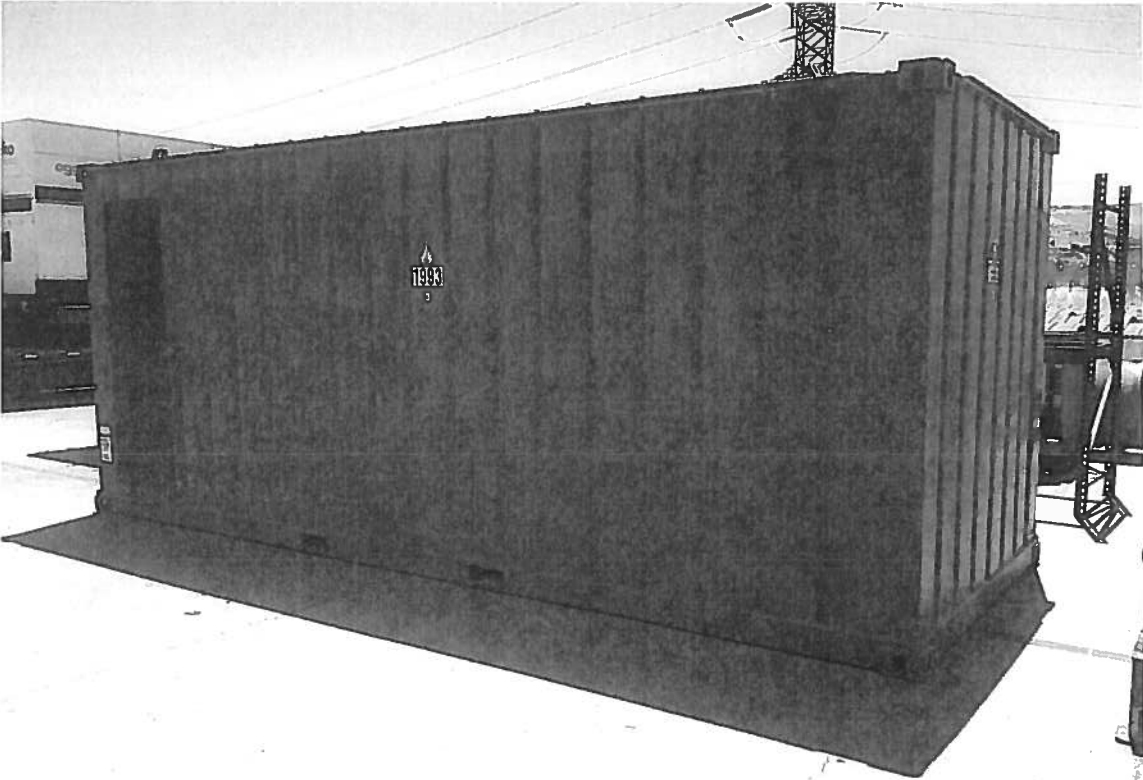
18 Capacities

- Fuel gross Litres (US gall) 1431 (378.1)
usable 1288 (340.3)
- Lube oil total 154 (40.7)
pan 133-114 (35-30)
- Coolant 271 (71.6)

19 External fuel supply

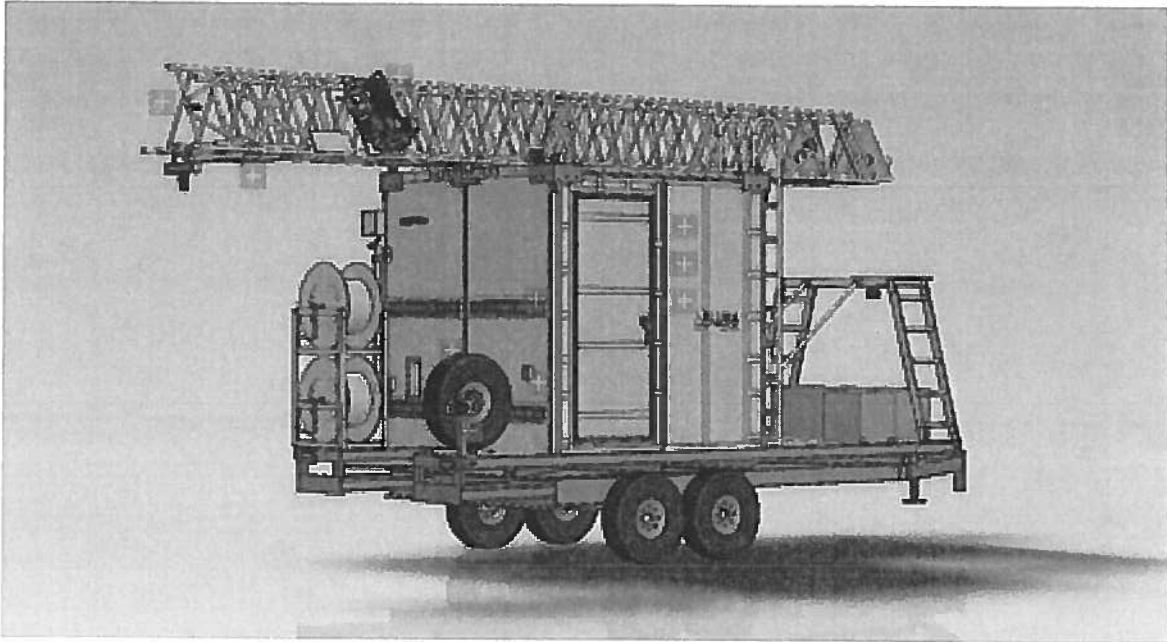
- maximum above base Metres (feet) 2.40 (7'10")
- maximum below base Metres (feet) 1.50 (4'11")

C. Diesel Fuel Tank:





D. S8 Connectivity trailer:



Description:

All Aluma Tower Company, Inc. towers are designed according to TIA-222-G Structural Standard for Antenna Supporting Structures and Antennas.

Telescoping, lightweight, aluminum guyed towers, up to 100ft; fixed to all aluminum 96 inches L x 96 inches W x 94 inches H shelters mounted on heavy duty galvanized trailers to produce portable tower units. The S8 Sheltered Trailer Tower model is ideal for mobile command centers because it is simple to deploy and extremely durable.

The functionality of the S8 design is simple yet unsurpassed. While traveling, the tower rests atop the shelter in a horizontal position. Once you reach your deployment location, the tower pivots to the vertical position via a brake winch and cable assembly at the rear of the trailer. Once the tower is locked into the vertical position and the other setup tasks are completed, it can be telescoped upward and is ready for use.

The S8 will include a Cummins Onan generator to supplement power where it is unavailable. At this time we wish to use the electrical supply from the pier to supply power to this trailer. If for some reason this is not possible we would like to utilize the trailer's generator system.

SPECIFICATIONS	S8
TOWER AVAILABLE WITH TRAILER UNIT	T-50XHD, T-50XXHD, T-75XHD, T-100H
ALUMINUM SHELTER SIZE	96IN L x 96IN W x 94IN H
ALUMINUM SHELTER WEIGHT	1050 LBS
TRAILER WIDTH OVERALL	100 1/2IN
TRAILER WIDTH, FRAME ONLY	96IN
TRAILER DECK HEIGHT	33 1/2IN
TRAILER LENGTH OFTALL (W/O COUPLER)	23FT7IN (283IN)
TRAILER GROSS VEHICLE WGT (GVWR)	11,990 LBS (13,990 AVAILABLE)
TRAILER GROSS AXLE WGT (GAWR)	6,000 LBS (7,000 AVAILABLE)
TRAILER APPROX. WEIGHT SHIPPED (VARIES WITH DIFFERENT ACCESSORIES)	8,500 LBS
NUMBER OF AXLES	2 (TANDEM)
AXLE CAPACITY RATING (EACH)	6,000 LBS (7,000 AVAILABLE)
COUPLER CHANNEL (POSITIONS/HOLES)	7 POS./8 HOLES
STANDARD COUPLER SIZE	2 5/16IN BALL, 14,000 LB CAP., 2 HOLES
BRAKES	4 WHEEL ELECTRIC BRAKES
TIRE SIZE (NOTE: ALL RADIAL TIRES)	ST245/75R/16
TIRE LOAD RANGE	E (G AVAILABLE)
TIRE CAPACITY AND LOAD RATE	3000 LB
TIRE P.S.I.	65 PSI
WHEEL / RIM SIZE (DIA./WIDTH/BOLT PATTERN)	16IN / 6IN / 8 ON 6.5IN
SHELTER ON TRAILER HEIGHT	127 1/2IN
FINISHED HEIGHT, TOWER IN USAGE POSITION	146IN
OVERALL LENGTH WITH TOWER MOUNTED	29FT 5IN (353IN)
UID LABEL MIL-STD-130	Yes